

AVC NO. N81291 AVC TYPE PA34

ARRIVAL DATE: 12/24/14

DEPARTURE DATE AND TIME: 12/15

NAME: G GUTZLER

ADDRESS: [REDACTED]

CITY, STATE: 62263

FUEL: ☒ 100LL ☐ JET A ☐ PRIST

☒ TOP ALL TANKS

☐ FUEL AS FOLLOWS: _____

OIL: ☐ 50 W (detergent) OIL LEVEL: _____

☐ 50 (non-detergent)

☐ 15/50 (multi-grade)

☐ SINGLE ☒ MULTI ☐ TURBO PROP ☐ JET

MISC. INSTRUCTIONS: _____

METHOD OF PAYMENT: 01/19

☐ CASH [REDACTED]

☒ CREDIT CARD: [REDACTED]

CELL PHONE #: [REDACTED]

SIGNATURE: [REDACTED]

ISLAND CITY FLYING SERVICE INC.

Form 101

7 days

64.0

CC

TALLAHASSEE

1/3/15

N81291 Accident

At approximate 0930 I was notified by General Manager Domenick Eanniello that aircraft # N81291 had a fatal accident involving 4 deaths. I called Million air to have line service pick up (3) 5 gal buckets for fuel samples. Fuel samples were taken from truck # 8 filter Separator and 1 ½" hose. Samples also taken from fuel farm Avgas tank #1 and Avgas filter separator drain.

Statements were written by Maurice King, Bryant Wade and Tyler Warren.



Bernard Thomas

Line Manager

Million air Tallahassee



3254 CAPITAL CIRCLE S.W. • TALLAHASSEE, FL 32310

(850) 574-5671

E89720

Date

1/2

20 15

Sold To

81291

Address

Seneca

AUTOMATICALLY
PRINTED

TO ENSURE YOU
OF ACCURACY

OPERATOR TW/MK	COD CHARGE	TRUCK NO. 8	TIME 1330	AM PM
YOUR SALE NUMBER		Gallon Reading - Finish		10ths
		E: 142098.9		
		B: 142031.2		
PREVIOUS SALE NUMBER		Gallon Reading - Start		
PRODUCT 100LL	GALLONS 67.7	PRICE	AMOUNT	
CUSTOMER SIGNATURE		TOTAL		
		RECEIVED PAYMENT FOR THE COMPANY		☐ CASH ☐ CHECK

1/02/2015



Accident

Incident

Accident/Incident Report Process Improvement Opportunity

I. Details

Date: 1/3/2015	Time: 1225	Name: Tyler Warren	Department: TLH
Location on Accident/Incident: Kentucky	Length of Service: 3 months	Age: 24	Others Involved: Maurice King
Aircraft Involved (Tail # & Type): N81291	Equipment Involved: Avgas Truck #8	Witnesses: Maurice King & Bryant Wade	

II. Description of Accident/Incident:

Explain the Course of Events: I pulled Avgas truck #8 up to N81291 at 1530, 1/2/2015. I filled out the paperwork for the fueling procedure, and Maurice King pumped fuel into the aircraft during the fueling process, N697MM which was fueled previously by truck #8, prepared to depart so I left N81291 to Marshall out N697MM. Maurice King completed the fueling and I returned to complete the paperwork calculations. N81291 took 67.7 gallons of 100LL type fuel. complete	Pictures Taken: ☐ YES ☒ NO
Damage that Occurred:	

III. What is wrong or needs to be improved? (Answer below)

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IV. What was done to immediately resolve the issue? (Answer below)

V. ROOT CAUSE - Why did it happen and or why will it happen? (Answer below)

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VI. What is the action plan to eliminate the Root Cause? (Answer below)

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On 1-2-15 I Maurice King fuel tail number 81291 with a top off at 15:30. Once I was done fueling Tyler Warren filled out the fuel slip then I walked in to the CSR. ~~Before~~ departure Bryant Wade added oil to the aircraft when doing so he noticed that one oil cap was off before he added the oil so he notified the Captain, and he looked at it and put the cap back on. After that Bryant Wade dispatch the aircraft out.

 [Redacted signature]



Accident

Incident

Accident/Incident Report Process Improvement Opportunity

I. Details

Date: 1-3-15	Time: 1222	Name: Bryant Wade	Department: Line Service
Location on Accident/Incident:	Length of Service: 5 years	Age:	Others Involved:
Aircraft Involved (Tail # & Type): N81291	Equipment Involved: Truck & Augas	Witnesses: Tyler Warren, Maurice King, [Signature]	

II. Description of Accident/Incident:

Explain the Course of Events: ☒ The aircraft arrived on our ramp @ 1521. He requested fuel and oil. Tyler Warren and Maurice King fueled the aircraft and I serviced the oil. When I got to the left engine, I noticed that ^{the} oil cap was not secured. I told the wife who went to tell her husband (the pilot). He came out and found that the cap was still attached by the chain, but not secured in place. The left cap looked like a newer cap than the right. The level of oil was at 6 1/2 quarts he requested that I bring it up to 7 quarts, so I added 1/2 quart to both engines. There was no oil outside of the engine cowling and it didn't look like he had lost any oil. Afterwards, he replaced the cap and completed his walk around and departed.

Damage that Occurred:

Pictures Taken: ☐ YES ☐ NO

III. What is wrong or needs to be improved? (Answer below)

IV. What was done to immediately resolve the issue? (Answer below)

V. ROOT CAUSE - Why did it happen and or why will it happen? (Answer below)

VI. What is the action plan to eliminate the Root Cause? (Answer below)